

## NEW TELECOMM CHIEF APPOINTED

*by Linda Nelson DC-O*

We are pleased to announce the appointment of Eric Glasscott as DVC-OT, the Division Chief for Telecommunications in the Operations Department.

Eric brings a wealth of experience and ability to this position, not only from having worked professionally for over 50 years in the telecommunications field, but also from having spent numerous hours as a U S Coast Guard Auxiliary communicator and communications officer.

Auxiliary telecommunications has been undergoing, and continues to undergo, a number of changes as we look to develop programs and procedures to fit the Auxiliary roles of the 21<sup>st</sup> century. Eric can provide the leadership and guidance to help steer us on the proper course and we look forward to working with him as we all labor to move the division forward.

**Welcome aboard, Eric!**



## FROM THE OPS BOSS

*by Linda Nelson, DC-O*

**"I awoke this morning with devout thanksgiving for my friends, the old and new."**

*Ralph Waldo Emerson*

As we celebrate this season of thanks and joy, I must pause to give thanks for all of the help and support of many people. I know that our achievements in the U S Coast Guard Auxiliary and, of course, operations, are born of the work of many people. I'd like to mention just a few...



The National Ops staff has really worked hard this year and the evidence is their productivity. We have published two major pieces of policy guidance, designed and delivered three national "C" schools, worked on both the Aviation and Surface Standardization teams, developed our new web site, dealt with hundreds of member issues and so much more. The Division Chiefs are hardest working of all, and shoulder much of the responsibility for keeping us moving forward. You are the best.

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**Season's Greetings**

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Our leadership, especially COMO Hertle, NADCO-OMS, has been wonderfully supportive of our efforts. COMO Seibert has set both a clear direction and an aggressive agenda. Much of what we have been able to accomplish is directly due to their support. Thanks!




Our friends at the Office of Auxiliary (G-OCX) have been terrific allies for us as we navigate through many of the issues that we face. As we continue to align more closely with the U S Coast Guard, our partnership with G-OCX and other headquarters offices becomes even more vital to our success. LCDR Staier (now at AIRSTA Cape Cod) and LT Harper bore much of the burden. CDR Welicka and LCDR Dunbar are now on board and have already proved to be amazing resources. It is my hope that this collaboration will continue to allow us to meet the challenges ahead!

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## FROM THE OPS BOSS

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 Last, I owe a debt of gratitude to every member who has worked for the U S Coast Guard in the Auxiliary operations program. It boils down to what is done at the "deckplate" level...this is where the public is served. It is you who have answered the call of the U S Coast Guard with your boat, radio or aircraft. You have served in every capacity in times of normalcy and in surge operations. You have distinguished yourselves by your service and I am grateful for your contributions.

So, like Emerson, I awoke with thanksgiving for you and what you do. I wish you all the best in this season of joy, renewal and hope; and I hope that each of you will be ready for the challenges that we'll face next year.

**NUMBER 12**

**Hank Demler, Editor**  
[hwdemler@comcast.net](mailto:hwdemler@comcast.net)



## MANAGING A BRIDGE PROGRAM

### Part III AUXDATA Credit for Bridge Reporting Activity

*by Frank Larkin*  
**DSO-AN 1NR**

### Summary of Previous Parts

The D1 Bridge Program has evolved over several years. A database was established to collect observations and maintain histories on bridges. It was put online to allow users to print out reports on their home PCs. Reports are sent directly to the DSO-AN. Bridges that have been checked, have been classified according to specified characteristics. Those not of interest to the U S Coast Guard are no longer checked, eliminating approximately 65% of the annual workload.

Training workshops have been taken into the Divisions and the manuals, procedures, and forms have been put online. The underway work is in progress.

### AUXDATA Credit

All Auxiliary crews, while underway, should be checking every ATON, PATON and BRIDGE that they pass, for discrepancies. Each time that a crew checks whether discrepancies exist on a bridge, they should take credit

in AUXDATA. One may take credit for this activity when under orders on a patrol, when on a pleasure trip or even when riding on a ferryboat. I was able to report three bridges and seventeen Federal Aids on an excursion ride through the Cape Cod Canal in July of this year.

For all bridge reporting activity, one prepares an ANSC 7030 form, indicating "Unit/Individual" with "32" as the Mission Code. One records the quantity of verifications and discrepancies observed in the "ATON Activity" section and forwards the form to the Division IS Officer for entry into AUXDATA. If bridge reporting activity is performed while on an official patrol, activity time should be limited to 15 minutes. The actual time is recorded through the POMS system by the patrol's coxswain.

### Changes in AN Staff Activity

The role of the D1 AN Staff Officers has been changed from shuffling paperwork to coordinating the operational results of the bridge program in their area of responsibility (AOR), urging members to perform bridge checks and coordinating bridge workshops in their AORs.

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## UP TOP IN OPERATIONS

### MANAGING A BRIDGE PROGRAM

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This approach is starting to generate results. ATON Team members are involved in the total program and are making a major difference in it.

The D1 ATON Team is still looking for ways to simplify and improve the D1 Bridge program. The team is open to new ideas and ways to improve. We are always open to suggestions for streamlining the program. Please let us know if we can be of any assistance with your Bridge Program.

### LINKS, ANYONE?

*by Jeff Gunn*

Are you ever searching for a website to update your charts or look for a nautical term? Well, here you go. While this is certainly not an exhaustive list, there's lots of good information at these several web sites. Some of the pages are governmental, some are commercial and yet others are private. Be sure to check out "John's Nautical Page", an absolute nautical nirvana...the mother of all maritime web pages!

*Note: use "CTRL + click" to activate links.*

United States Marine Safety Association.

<http://www.usmsa.org/>

USCG Boating Safety

<http://www.uscgboating.org/index.aspx>

USCG Light list

<http://www.navcen.uscg.gov/public/LightLists/V6COMPLETE.PDF>

National Data Buoy Center

<http://seaboard.ndbc.noaa.gov>

USCG Safety Alerts

<http://www.uscg.mil/hq/gm/moa/docs/3-03.htm>

MARSARS Water Rescue Systems

<http://www.marsars.com/>

Local Notice to Mariners

<http://www.navcen.uscg.gov/lnm/d11/>

NOAA Charts and Pubs

<http://www.chartmaker.ncd.noaa.gov/mcd/dole.htm>

Lifesaving Systems

<http://www.lifesavingsystems.com/>

CA Boating Safety Officers Association.

[www.cbsoa.org](http://www.cbsoa.org)

CA DBW Boating Safety Links

<http://dbw.ca.gov/links.asp>

National Safe Boating Council

[www.nsbco.org](http://www.nsbco.org)

Maritime Companies

<http://www.hal-pc.org/~nugent/company.html>

### DISTRIBUTION:

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National Board  
DIRAUX

DSOs AN/AV/CM/OP

By DIRAUX to:  
OTOs

By DCOs to:  
District Board  
DCPs to FCs

By DSOs to:  
SOs and FSOs

Fred's Place

<http://www.fredsplace.org/>

Lifeboat Services around the World

<http://www.sea-rescue/>

Armed Forces Vacation Club

<http://www.afvclub.com/Search.asp>

Boating Links

<http://boatinglinks.com/>

USCG Stories

<http://www.websitetoolbox.com/tool/mb/cgmb>

Boat US Seaworthy Magazine

<http://www.boatus.com/seaworthy/default.asp>

Tides on Line

<http://tidesonline.nos.noaa.gov>

Boat US

[www.boatus.com](http://www.boatus.com)



## UP TOP IN OPERATIONS

### ELECTRIC BOAT LIFTERS POSE SAFETY CONCERNS

by Charles B. Ford BC-OES

These handy devices have been widely used for about fifteen years. So far as I am aware there has been no wide spread record of serious or fatal accidents. A potential for a very serious accident has come to my attention personally.

Many, if not most, of these lifts consist of an electric winch or winches fastened to wooden piling with heavy "through bolts". In my case these bolts were 5/8" diameter 12" long hot dipped galvanized. The pile was 12" diameter, creosote treated installed in 1970 and still sound. Two 8000# capacity lifts, installed in 1997, are used to lift and store a 5000# boat.

In October 2005, with clear weather and light winds, the winch at the stern of the boat broke loose from its pile and dropped one end of the cradle and the stern of the boat into deep water. Total damages exceeded \$7500 which is nothing to compare with the loss and injury if people had been in or working under the boat. Careful examination

showed the two bolts that failed, while perfect at both ends, were completely destroyed in the middle. They were apparently destroyed by electrolysis. As a precaution, the two bolts at the bow end of the lift were pulled and found to be sound.

Electrical engineers who were consulted suggest stray currents through the ground wire caused the electrolysis. To prevent this they recommend that, in addition to opening the breaker(s) when lift is not in use, the ground wire should also be disconnected.

There should be careful annual inspection by a qualified serviceman including sounding of the bolts. Better yet, the bolts could be completely removed and reinstalled or replaced as necessary.

**BEST WISHES  
FOR A HAPPY  
HOLIDAY AND A  
SAFE AND  
PRODUCTIVE  
NEW YEAR  
FROM THE  
NATIONAL  
OPERATIONS  
STAFF!**



## NATIONAL OPERATIONS DEPARTMENT

PROGRAM	STAFF MEMBER	E-MAIL ADDRESS
Department Chief	Linda A. Nelson	echopeep@verizon.net
Deputy Department Chief	David A. Elliot	DC-Od@auxop.us
Aids to Navigation	George A. Pendergast	comodone@charter.net
Aviation	Robert T. Shafer	DVC-OA@auxair.us
Communications	Eric M. Glasscott	EGlasscott4670@ieee.org
Surface Operations	Gary A. Taylor	gtaylor@alaska.net
Education	Aline (Lindy) Harrison	aharriso@ycp.edu
G-OCX Operations Division Chief	LCDR Kathryn Dunbar USCG	KDunbar@comdt.uscg.mil
G-OCX Aviation and Recreational Boating Safety Branch Chief	LT Justin Harper USCG	JHarper@comdt.uscg.mil
G-OCX Surface Operations Branch Chief	CPO John Dingley USCG	JDingley@comdt.uscg.mil